



San Joaquin Valley Transit Electrification Project

The *San Joaquin Valley Transit Electrification Project* is accelerating the deployment of commercially available heavy-duty, zero-emission, public transit buses to provide public benefits to disadvantaged communities throughout the San Joaquin Valley. This project will serve as a regional-scale deployment to show that California-made battery electric transit buses better serve communities' transit needs, substantially reduce greenhouse gas emissions (GHG), and eliminate criteria emissions—which provides needed public health co-benefits for disadvantaged communities in one of the state's most challenging regions for attainment of ever tightening air quality standards.



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

In addition, the scale of the project will drive down per-vehicle zero-emission bus costs and offer tremendous opportunities for shared infrastructure, mechanics, spare parts, and workforce training. The project will result in a regional-scale heavy-duty zero-emission success story that will provide scalable lessons learned to better inform and educate transit fleet operators to help drive additional deployments of zero-emission heavy-duty technologies throughout California.

Dates: 11/14/2016 – Spring 2020

Grantee: San Joaquin Valley Air Pollution Control District

Partners: Proterra, City of Visalia Transit District, Fresno County Rural Transit Agency, San Joaquin Regional Transit District and City of Modesto Transit Services

Grant Amount:

CARB Contribution: \$13,414,215

Matching Funds: \$8,764,606

Project Total: \$22,178,821



Vehicles/Equipment Funded

- The City of Visalia Transit Division has deployed 3 Proterra extended-range buses and 4 depot-chargers.
- Fresno County Rural Transit Agency (FCRTA) has deployed 5 Proterra extended-range buses and 8 depot-chargers.
- San Joaquin RTD has deployed 2 Proterra fast-charge buses and 2 overhead fast chargers.
- The City of Modesto Transit Services has deployed 5 Proterra extended range buses and 8 depot chargers.

Lessons Learned

- Contracting needs more time allocated in the schedule. It can often be lengthy and sometimes lead to project delays.
- Better and more frequent communication between all project partners can help improve efficiency and effectiveness of the project.
- Infrastructure planning and construction should be started earlier. This piece always takes longer than expected.

Status Updates

- An original project fleet partner had to leave the project, which required some reshuffling of project funds and equipment.
- All electric buses and charging infrastructure has been delivered and nearly in-place.
- Data collection with Ricardo has been implemented and data from all partners is being collected.

